627th Air Mobility Support Squadron

RAF Mildenhall, United Kingdom

SAFETY SPOTLIGHT

November 1999

New color scheme!
Like it, hate it, or go back to the old one?
Tell me what you think.
Email
oland.whitecotton@mildenhall.af.

627 AMSS FY99 Mishap Statistics

Class A mishaps - 0
Class B mishaps - 0
Class C mishaps - 2
- **On-duty Military - 0**
- **Off-duty Military - 1**
- **On-duty Civilian - 0**
- **Property - 1**

Class D mishaps - 5

AUTOMOBILE FACT

In the 100 years of the automobile, 25 million people have died from traffic crashes and car-pedestrian accidents.

Vehicle Safety Brief

SSgt Elias K. Kampfhenkel Jr.
Vehicle Control NCO

This month I'd like to talk to you about flight line driving.

1. During conditions of reduced visibility you are required to reduce your driving speed as directed by Airfield Management. The only times I've seen the speed limit reduced is during conditions of fog. Heavy rain at night can also cause reduced visibility while driving, and this is mainly due to water running down the windshield (windscreen) and the windows fogging up on the inside of the vehicle. While driving in conditions of reduced visibility, be sure to drive slow enough that you can stop if something jumps in front of your vehicle.

2. In order to drive a GOV on the flight line you are required to have an AF Form 2293 (U.S. Air Force Motor Vehicle Operator Identification Card), USAFE Form 374 (USAFE Driving Permit) or Civilian equivalent, and an AF Form 483 (Certificate of Competency) validated for RAF Mildenhall. I'm sure some of you have seen the Security Forces doing spot checks for one of the above items, so...If you don't have an AF Form 2293 that is issued from RAF Mildenhall, UK or if it has been 2 years since you were issued your Competency Card then come see me. If you need to test at 7:30am, Tuesday's & Thursday's are best. I will give the test

MISHAP REPORTING

We're doing really well where mishaps are concerned. Perhaps a little too well! Are all mishaps being reported? Mishap reporting is very important for many reasons, the most important being the prevention of future mishaps.

All mishaps, including off-duty mishaps involving military personnel, must be reported to your supervisor as soon as possible, but NLT the following duty day. Involved individuals and the immediate supervisor will accomplish a 627 AMSS Ground Mishap Worksheet. The form is then routed as follows:

This form must be completed by the mishap individual's supervisor NLT the next duty day following the mishap. This includes both on- and off-duty mishaps.

- All blocks must be completed.
- The flight commander must review and sign.
- Chief of Safety will review, investigate, and report to higher HQ where necessary.
- Squadron Commander then reviews and signs.

627 AMSS GROUND MISHAP WORKSHEET

(This form is subject to the Privacy Act of 1974)

NOTE: ALL BLOCKS MUST BE COMPLETED

LOCATION OF MISHAP	MISHAP DATE	MISHAP TIME (24 HR)
NAME (*LAST, FIRST, MI*)		GRADE/RANK
SSAN	GENDER ☐ MALE ☐ FEMALE	AGE / DUTY STATUS ☐ ON ☐ OFF
COMPONENT ☐ USAF ☐ MOD ☐ DAFC ☐ OTHER		AFSC/JOB SERIES
UNIT & OFFICE SYMBOL (Home unit and station if TDY)		DUTY PHONE
BRIEF DESCRIPTION OF INJURIES		
LIST PPE USED		
DAYS LOST ☐ HOSPITALIZED ☐ ON QUARTERS		NORMAL DUTY HOURS

PROPERTY OR EQUIPMENT DAMAGE

ITEM DESCRIPTION	DAMAGE	☐ USAF ☐ PERSONAL ☐ OTHER
ITEM DESCRIPTION	DAMAGE	☐ USAF ☐ PERSONAL ☐ OTHER
ITEM DESCRIPTION	DAMAGE	☐ USAF ☐ PERSONAL ☐ OTHER

TOX TEST CONDUCTED ☐ YES ☐ NO	DRUGS OR ALCOHOL INVOLVED ☐ YES ☐ NO
DESCRIPTION OF MISHAP	
CORRECTIVE ACTION TAKEN	

SUPERVISOR	Signature	Date
FLIGHT COMMANDER	Signature	Date

CHIEF OF SAFETY USE ONLY

REPORTABLE ☐ YES ☐ NO	MISHAP CLASS ☐ A ☐ B ☐ C ☐ D ☐ X	
DAMAGE $_____	LOST TIME $_____	TOTAL MISHAP COST $_____
REVIEW	ACTION	SUSPENSE
COMMENTS		
627AMSS COMMANDER	Signature	Date
COMMENTS		

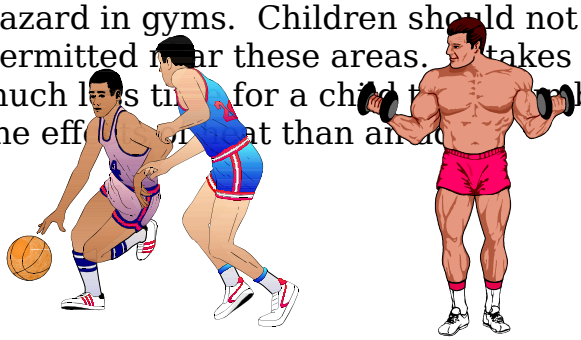
Fitness Centers and Childre

Our squadron is fortunate to have its own gym in addition to the base fitness center. Unattended children in our own facility has never been a problem (that I'm aware of). However, it's a good idea to keep a few basic rules in mind, particularly if you're at the base fitness center with children.

Fitness center patrons under the age of 15 must have interactive supervision by someone over the age of 18. Interactive means the sponsoring adult is engaged in the activity with the child. It doesn't allow for the child to play in another area of the facility (or gym area) while the parent/sponsoring adult is playing, exercising, or watching a sporting event.

Young children should not be permitted in the weight room. The reasons are obvious - lots of heavy weights, and lots of folks slinging them about in an effort to concentrate on what they're doing. They're there to work out and not responsible for keeping an eye out for someone else's children.

Saunas and steam rooms are another hazard in gyms. Children should not be permitted near these areas. It takes much less time for a child to succumb to the effects of heat than an adult



Airmen Against Drunk Driving

If you've been drinking and need a ride

Call

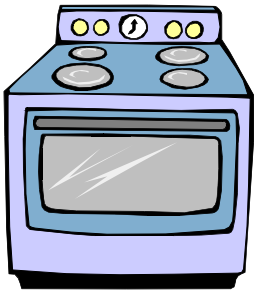
0800-328-0178

2200 - 0600

Fri, Sat, Sun,

and Holiday evenings

It's an oven in there, dude!

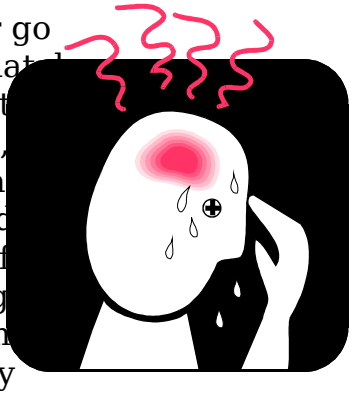


Saunas are a great place to relax and pass a little time in relative solitude, especially when it's this time of year (cold!). However, like anything else, if used improperly they can be deadly. Whether you're using the sauna in our squadron gym or one elsewhere, a little knowledge of proper "recommended" sauna use can help prevent an unfortunate mishap. Here are some guidelines on sauna use:

① A dry-heat sauna, typically with 5-10% relative humidity, should have a maximum temperature of 170-180 degrees F.

② However, our sauna (and others like it) becomes a wet-heat sauna when you pour water over the rocks. The maximum recommended temperature for a wet-heat sauna with a relative humidity of 50-60% is about 140 degrees F. With a humidity over 90%, the maximum temperature should be 100-110 degrees F.

③ You should never go into a sauna immediately after a hard workout. Your blood pressure, body temperature, and heart rate are already higher than normal from working out. Sitting in the sauna will raise them even higher, possibly triggering a stroke or cardiac arrest.



④ Drink plenty of water after using a sauna. After all, the main purpose of a sauna is to make you sweat, and it only makes sense to replenish lost body fluids. Liquids such as soft-drinks and beer aren't recommended, as they are diuretics and don't replenish lost body-fluids. Since your body also loses electrolytes while sweating, a quality sports drink is an acceptable drink for after-sauna use.

Consumer Product Safety Commission recal
double-click on the icon below

CPSC Home Page.url

A SCARY FACT

Recently, members of the 82TRW Safety Office at Sheppard AFB, TX conducted an inspection of child safety seats on base. They examined 70 seats. Of these, only 2 passed and there were 17 seats that had been recalled or were too old and dangerous. Others were installed incorrectly or being improperly used.

You can work safer and smarter by following these basic principles of material handling:

SAFE MATERIAL HANDLING

1. **Size up the load:** Consider the size, weight, and shape of the object.
2. **Look for special hazards:** Does your load include any hazardous substances? Do you know the proper procedures for handling these materials? Is your load properly balanced?
3. **Wear appropriate PPE:** Are you wearing gloves, steel-toe boots, and other PPE for your job?
4. **Use the right equipment the right way:** Do you have the appropriate dolly, truck, or forklift for the job? Is the equipment in good working order?
5. **Watch out for pinch points:** Identify potential pinch points such as rollers, conveyors, grinders, and door frames. Be aware of the potential for pinch points during two-person lifts or when handling odd-shaped or off-balanced loads.
6. **Check your path:** Your vision may be obstructed once you start to move your load. Check your path before you get the job rolling.
7. **Report material damage to your supervisor:** Tell your supervisor about dented, ripped, or jostled materials.
8. **Ask when you're not sure:** If you're not sure what the load contains

The Silent Killer - Carbon Monoxide

With the onset of cold weather, everyone is firing up their furnaces. Many structures in the UK are older, and often have older heating systems. If improperly maintained or malfunctioning, these heating systems can produce deadly carbon monoxide. Even newer furnaces can occasionally malfunction, so beware. What follows is information from the US Consumer Product Safety Commission. Please read and heed.

Carbon monoxide (CO) is produced by burning any fuel. Therefore, any fuel-burning appliance in your home is a potential CO source. This includes coal, oil, gas, and even electricity.

When appliances are kept in good working condition, they produce little CO. Improperly operating appliances can produce fatal CO concentrations in your home. Likewise, using charcoal indoors or running a car in a garage can cause CO poisoning.

SYMPTOMS OF CO POISONING:
Carbon monoxide poisoning can kill you. The initial symptoms of CO are similar to the flu (but without the fever). They include:

*Dizziness

*Fatigue

*Headache

*Nausea

*Irregular breathing

Remember, if you have any of these symptoms and if you feel better when you go outside your home and the symptoms reappear once you're back inside, you may have CO poisoning.

CLUES YOU CAN SEE:

- Rusting or water streaking on vent/chimney
- Debris or soot falling from chimney, fireplace, or appliance
- Loose masonry on chimney
- Moisture inside of windows

CLUES YOU CANNOT SEE:

- Internal appliance damage or malfunctioning components
- Improper burner adjustment
- Hidden blockage or damage in chimneys

SOURCES OF CARBON MONOXIDE:

1). Room Heater 2). Furnace
3). Charcoal grill 4). Range
5). Water Heater 6). Auto in closed garage
7). Fireplace

WHAT CAN YOU DO?

- Make sure appliances are installed according to manufacturer's instructions and local building codes. Most appliances should be installed by professionals.
- Have the heating system (including chimneys and vents) inspected and serviced annually.
- Follow manufacturer's directions for safe operation.
- Examine vents and chimneys regularly for improper connections, visible rust or stains.
- Notice problems that could indicate improper appliance operation: Decreasing hot water supply, furnace unable to heat house or runs constantly, sooting - especially on appliances, or an unfamiliar or burning odor

INSTALL A CARBON MONOXIDE

THE ADMIRAL'S CORNER
Naval Safety Center

good are faring in our on-going battle against the twin evils of arrogance and stupidity. Executive summary: The good guys are winning, albeit slowly.

A. In last week's episode of "the king of queens" the hapless hero - obviously suffering from a premature onset of mid-life testosterone shock - decided what he must have to make his life absolutely complete ... was a motorcycle. Although, after watching him crash into the refrigerator in his garage/rec room half a dozen times, it soon became clear that no one in history has ever needed one less. Of course, he never got hurt; it was all for laughs. And besides that was TV ... no one who owns a hog in real life could possibly be that inept. Could they? No. It's not possible.

-- Unless that person happened to be a marine Warrant Officer who, while dismounting in her garage, failed to engage the kickstand on her Harley, dropped it on her foot, and broke it in three places.

-- Or unless he happened to be a First Class Petty Officer who had only gotten half a block from home in a frantic search for his missing dog when his bike quit running. Diagnosing the problem as a misaligned fuel supply valve, he leaned down over the engine, turned the petcock and pressed the starter. Just as he expected, the engine roared back to life. What he didn't expect was that his hand would choose that exact same moment to slip off the clutch. A major wheelie ensued. The sailor, now a very unwilling passenger on a motorcycle with a mind all its own, was dragged twenty yards or so down the road before he and his bike parted company in a cloud of dust, hide, and Harley particles.

-- Or unless he was the seaman who, while racing through the high winds and the driving rain of hurricane Floyd, was surprised to find himself tumbling down the Interstate at fifty miles an hour after an especially fierce blast of wind blew him off his motorcycle. I'm just never sure if this stuff is art imitating life, or the other way around.

B. K-mart shoppers were surprised to discover that Saturday night's blue light special was a slightly used (and, to be honest, a badly wrinkled) Cessna 152 parked on the roof of their mall. The two butter bars (a marine Second Louie and a navy Ensign) who crashed it there walked away in better shape than their rented airplane: he had facial lacerations, she suffered bumps and bruises. Their flying machine was totaled.

C. By the time a kid makes second class, one expects an occasional glimmering, however dim, of maturity and safety awareness. Sadly, however, one is often disappointed. Take for instance, this report of a second class who, while stringing a new cable run, got knocked on his can when he used the handle of his socket wrench to poke a hole in a wire bundle running through the packing of a bulkhead terminal. Can't fault his methodology - it worked good; made a fine hole. What you can fault - what you must fault - is his risk management technique. This guy never bothered to take the first step in the process. He never assessed the risk by asking himself, "What's the worst thing that could happen to me if I take this metal socket wrench in my sweaty hand and poke it into that mysterious bundle of wires?" Had he done so, one of the answers he was sure to arrive at would have been, "I could die!" That would have been enough right there.

D. A sailor was training his German shepherd - not, as you might expect, to fetch a stick, but to remove a stick from his hand." Problem was, the dog got a little confused, mistook the guy's finger for the stick and, in a sudden burst of enthusiasm, tried, with all his might, to accomplish his mission and remove the stick/finger from his master's hand. Well, he failed, in spite of his best efforts. But he came close - so the surgeons at the local hospital, in a textbook case of inter-species cooperation, finished the job for him. No word yet on the fate of the dog.

E. Speaking of symbiotic, inter-specieal cooperation, animal rights activists are absolutely charmed at the performance of two of our comrades who recently sacrificed both their vehicles to their local junk yards, their personal mobility, and large portions of their future paychecks to their insurance companies (in addition to almost killing themselves) in separate, but equally heroic efforts to save the lives of two innocent, furry, critters.

-- In the first instance, a sailor rolled his Hyundai into a ditch and destroyed it in a frantic effort to avoid bruising an arrogant raccoon who trundled defiantly into the motorway then dared the sailor to hit him. Luckily the Petty Officer's lap belt, shoulder harness, and airbag all worked as advertised and he walked away from the crash.

-- Not so lucky was the PFC who, as an unbelted passenger in a car whose driver swerved to miss a coyote in the road, broke both his legs, fractured his pelvis, perforated his spleen, as well as both his large and small intestines and his urethra. The other marine in the car broke his back in two places. But, hey! The coyote and the raccoon live and balance, hereby, remains in the cosmos.

E. Like any other over-stimulated nerve, my credulity ganglion quickly goes numb when I read messages detailing how a 19-year old sailor or marine, sporting a blood-alcohol level five times(!) what it would take to put them in the slammer for DUI, "falls asleep" on the way home from T-town at 0630 in the morning. That's not "sleep," gang, that's an "alcoholic stupor," that's "passing out," that's "dead drunk" - which, more often than not, leads to just plain "dead." If it walks like a duck and quacks like a duck, it's probably a duck.

We do ourselves and our brothers and sisters in arms no favors, when we try to camouflage the ugly reality of irresponsible drinking and drunken driving in reports plumped up with cushy euphemisms. Disguising the misery of having to live with the painful consequences of one's own misconduct does little to encourage others along the path of responsible, ethical behavior. Ugly or not, we owe it to ourselves and to those we lead, to "tell it like it is."

F. We're out of time so, we'll say good bye for now and close up shop with a reminder to be real careful out there over the upcoming Veterans Day weekend. Keep a watchful eye on one another and be kind. Until the next time...